

New York Stock Market

New York, February 4.—The present selling of uncertainty upon the part of the stock market operators was registered today in the irregular movement of prices on the exchange. No clearly defined trend developed, although broadly speaking the movement was downward. After an irregular opening, some of the special time leading stocks, particularly steel and the coalers, were marked up in the afternoon the market sold off, and the weakness of some of the standard issues gave the list an appearance of heaviness.

Resumption of war in the Balkans was a factor in the market, but the uncertainty, the market awaiting a definite lead from abroad. London sent over some lower prices before the opening here, but the effect of renewed hostilities was to curb operations rather than actively to depress prices. In the early part of the day, international issues were among the strongest of the list.

Uncertainty as to details of the Harman dissolution plan, announcement of which is looked for soon, and as to the action of American directors regarding the bank dividend on the preferred stocks, were other factors which caused operators to hesitate.

Southern Pacific was under heavy pressure, at times selling two points off. The recent pressure against this stock has been attributed to the belief that a large amount of these shares may be marketed in connection with the dissolution plan. Can, after further irregular fluctuations, closed a point lower.

Fear that the appointment of a new public service commission by Governor Sulzer may retard the subway negotiations was responsible for early weakness of the Interborough Manhattan issues.

Further engagement of gold for export to Argentina was announced, despite the large outflow of gold to France and Argentina, the money market remains undisturbed.

The bond market was irregular, with fluctuations narrow. Total sales, par value, \$2,250,000.

United States bonds unchanged on call.

New York, February 4.—Money on call, steady, 2-1/2 to 3 per cent; ruling rate, 2-1/2; clearing bid, 2-1/2; offered at 2-1/2. Time loans firm; sixty days, 1-1/2 to 1-3/4; three months, 1-1/2 to 1-3/4; six months, 1-1/2 to 1-3/4; one year, 1-1/2 to 1-3/4.

Closing: Prime mercantile paper, 4-1/2 to 5 per cent; Sterling exchange firm, with actual business in bankers' bills at 48 1/2 for sixty-day bills, and at 48 1/2 for demand. Commercial bills, \$4.85. Bar silver, 62 1/2. Mexican dollar, 16 1/2. Government bonds steady; railroad bonds irregular.

Official Range and Sale of Stocks in New York

BY THOMAS BRANCH & CO., Bankers and Brokers.													
		Closing.						Closing.					
Sales.	Stock.	Open.	High.	Low.	Bid.	Askd.	Sales.	Stock.	Open.	High.	Low.	Bid.	Askd.
	Allis-Chalmers	.....	.....	.....	4	1/2		Kan. City South	.....	.....	.....	.....	.....
	Allis-Chalmers	.....	.....	.....	10 1/2	12 1/2	5,100	Lehigh Valley	.....	16 1/2	16 1/2	.....	.....
	Allis-Chalmers	.....	.....	.....	12 1/2	12 1/2	5,100	Lazard & Mercier	.....	22 1/2	22 1/2	.....	.....
11,000	Amalgamated Copr	.....	73	73 1/2	72 1/2	73 1/2	500	Liggett and Myers	.....	115	115	115	115
	Amer Agri. Chem.	.....	.....	.....	52	53 1/2	100	Lorillard Tobacco	.....	200	200	200	200
	Amer Beet Sugar	.....	.....	.....	.....	.....	500	Lorillard Tobacco	.....	200	200	200	200
25,000	American Can	.....	41	41	39	29 1/2	41	100	Louisville and Nashville	.....	129 1/2	129 1/2	129 1/2
2,500	American Can	.....	127	127 1/2	126 1/2	127 1/2	400	Mexican Petroleum	.....	75	75 1/2	75 1/2	75 1/2
300	Amer Car and Foundry	.....	53 1/2	53 1/2	52 1/2	53 1/2	250	Miami Petroleum	.....	22 1/2	22 1/2	22 1/2	22 1/2
200	American Cotton	.....	.....	.....	.....	.....	100	Missouri Pacific	.....	41 1/2	41 1/2	41 1/2	41 1/2
200	Amer. Hides and Leather	.....	27	27	26	27	100	National Biscuit	.....	.....	.....	.....	.....
100	American Linsed Oil	.....	.....	.....	.....	.....	100	National Biscuit	.....	.....	.....	.....	.....
100	American Locomotive	.....	.....	.....	.....	.....	100	N. Y. Ont. and Western	.....	22	22	21 1/2	21 1/2
100	Amer. Malt Co.	.....	.....	.....	.....	.....	100	Norfolk and Western	.....	110 1/2	110 1/2	110 1/2	110 1/2
2,300	American Smelting	.....	73 1/2	73 1/2	73	73 1/2	100	Norfolk and Western	.....	110 1/2	110 1/2	110 1/2	110 1/2
2,300	American Smelt	.....	.....	.....	.....	.....	100	Norfolk and Western	.....	110 1/2	110 1/2	110 1/2	110 1/2
100	American Steel	.....	132	131 1/2	131 1/2	131 1/2	2,100	Pacific Mail	.....	121 1/2	121 1/2	121 1/2	121 1/2
2,500	American Tobacco	.....	282	281 1/2	280 1/2	281 1/2	100	Pacific Mail	.....	121 1/2	121 1/2	121 1/2	121 1/2
2,500	American Tobacco	.....	160 1/2	160 1/2	159 1/2	160 1/2	100	Penn. C. & St. L. com	.....	.....	.....	.....	.....
200	American Copper	.....	104	104	103 1/2	104	100	Pittsburgh Coal	.....	100	100	100	100
600	Atchafalaya	.....	104	104	103 1/2	104	100	Pittsburgh Coal	.....	100	100	100	100
100	Atlantic Coast Line	.....	.....	.....	.....	.....	100	Reading	.....	165 1/2	165 1/2	165 1/2	165 1/2
100	Baltimore and Ohio	.....	102 1/2	102 1/2	102 1/2	102 1/2	100	Reading	.....	165 1/2	165 1/2	165 1/2	165 1/2
100	Bethlehem Steel Co.	.....	.....	.....	.....	.....	100	Republic	.....	27 1/2	27 1/2	27 1/2	27 1/2
100	Bethlehem Steel Co.	.....	.....	.....	.....	.....	100	Republic	.....	27 1/2	27 1/2	27 1/2	27 1/2
100	Bethlehem Steel Co.	.....	.....	.....	.....	.....	100	Rock Island	.....	24 1/2	24 1/2	24 1/2	24 1/2
100	Brooklyn Rapid Trans.	.....	24 1/2	24 1/2	24 1/2	24 1/2	100	Rock Island	.....	24 1/2	24 1/2	24 1/2	24 1/2
100	Central Leather	.....	.....	.....	.....	.....	100	Seaboard Air Line	.....	.....	.....	.....	.....
100	Central Leather	.....	.....	.....	.....	.....	100	Seaboard Air Line	.....	.....	.....	.....	.....
100	California Petroleum	.....	20 1/2	20 1/2	20 1/2	20 1/2	100	St. Louis-South	.....	.....	.....	.....	.....
100	Chesapeake and Ohio	.....	.....	.....	.....	.....	100	St. Louis-South	.....	.....	.....	.....	.....
100	Chicago Great Western	.....	.....	.....	.....	.....	100	St. Louis-South	.....	.....	.....	.....	.....
3,200	Chi. Mil. and St. Paul	.....	113 1/2	114 1/2	113 1/2	114 1/2	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Crucible Steel Co.	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
5,200	Colorado Fuel and Iron	.....	28 1/2	28 1/2	28 1/2	28 1/2	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Colorado and Southern	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Consolidated Gas	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Corn Products	.....	115 1/2	115 1/2	115 1/2	115 1/2	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Den. and Rio Gran.	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Erie	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	First Natl. Bk.	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Fed. Min. and Sm.	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	General Electric	.....	140	140	140	140	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Great Northern	.....	128 1/2	128 1/2	128 1/2	128 1/2	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Great Northern	.....	128 1/2	128 1/2	128 1/2	128 1/2	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Great Northern	.....	128 1/2	128 1/2	128 1/2	128 1/2	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Illinois Central	.....	18 1/2	18 1/2	18 1/2	18 1/2	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Interboro-Met.	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Int. Harvester	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Int. Marine	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	International Paper	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2
100	Int. Paper	.....	.....	.....	.....	.....	100	Southern Railway	.....	100 1/2	100 1/2	100 1/2	100 1/2